# MENACING BIG BATTLESHIP

Which He Challenged-Investigation Discovered a Stranded Ferryboat Loaded With Pretty Girls, and Uncle Sam's Gallant Boys Had Great Sport "Walking the Plank" With Their Laughing and Screaming Burdens.

New Nork Press, 17th: Along the high a wall outlining Governor's Island on the side toward Brooklyn, a lonely sen try paced. The for was heavy early yesterday morning, and his overcost cas sodden. Moisture formed in beads on the well olled barrel of his rifle, and then trickled down toward the lock, and to save the delicate mechanism he shifted the gun from his shoulder, wrapped a corner of his great coat lock and permitted the around the pisture to drip from the end-of the barrel to the stones which had formed is parade ground since midnight.

had come with his lonely Thought rigil, and the sentry was in Cubs guarding the camp. Then he was in Porto Rico, and then he was many Then he was in housand miles away in the Philippines. A Filipino assassin might be at his back, stealing up the shrouded mist; or rom the sea a gunboat might sneak lose enough to make a few remarks: Suddenly, from the dense fog there burst toward the sentry a man-of-war. In the dim light he believed he could make out a great double-turreted bat-Dim figures behind capstans seemed gunners training rapid-fire machines and a porthole yawned as a tor-

Then the sentry remembered his duty and, presenting arms, roared:
"Who goes there? Halt!"

The great vessel heaved, shivered and stopped, turching heavily to one side. "Advance alone and give the counter-

Whereinthunderareweat?

Then the sentry awoke from his dreams of war and realized that a ferryboat unwillingly had invaded Governor's Island. "Corporal of the guard No. 1!" he

The thick air took up the bellow and was carried by other voices along the sea wall until it found the corporal of

the guard. That officer not being used to ferry ats aground, sent for the sergeant who summoned the lieutenant, who called the captain, who advised with the major, who reported to the colonel. Fortunately there weren't any more officers awake that early in the morn ing or the military problem of what to do with the ferryboat aground might have been carried to the commander-in

United States. Meantime the passengers on the ferryboat were becoming nervous, and several young women who knew they would be late at the office consume much time in fainting. The men lighted their pipes and generously buckled life preservers around the women and swore they would die with them-which didn't seem to comfort the women very

chelef of the army, the President of the

much. It was explained loudly by the pilot of the ferryboat to those on shore that the boat was the South Brooklyn, from South Brooklyn, and in making the run through Buttermilk Channel she had run aground. The fact that the report from the sentry was correct in saying she was aground traveled the weary rounds again, and the chief officer

ashore said something should be done. That was what the 175 passengers on board had been thinking, and when planks were laid from the sea nany thanks were shouted to the sol-

Women first," said an employe the boat, and a cheer arose from the With the boat tilting and the planks swaying the narrow passage to land looked dangerous. . To disprove this several of the athletic soldiers who had been called to the place amused themselves by pretending that it was a springboard, and jumped up and down on it until the imperiled women forgot their fears and emitted pretty shrieks. That encouraged one of the privates to essay walking down the plank on his

Upon reaching the ferryboat across swaying plank he placed a firm and friendly arm around the waist of the hearest and prettiest young woman, and in a lifty, before she even realized the fleeting sensation from a soldier's arm, she was on shore. That made the other men on shore jealous, and they piled into the boat in a mob and robbed it of every woman passenger. many of the men painfully crawled ashore alone, and all were brought to Manhattan by the government boat General Hancock

The pretty girl stenographers and clerks seemed to fear for the safety of the General Hancock, also, and in this their soldier attendants shared evidentbecause they accompanied frightened young women to Manhattan and even put them carefully on street cars and said goodby in an amazingly friendly way for such accidental

As for the unimportant ferryboat-it was floated at high tide without dam-

## Prevented a Tragedy.

Timely information given Mrs. George ong, of New Straitsville, Ohio, pre-ented a dreadful tragedy and saved we lives. A frightful cough had long lves. A frightful cook. She had her swake every night. She had many remedies and doctors, but many remedies and doctors, but tried many remedies and doctors, but steadily grew worse until urged to try Dr. King's New Discovery. One bottle wholly cured her, and she writes this marvelous medicine also cured Mr. Long of a severe attack of Pneumonia. Such cures are positive proof of the matchless merit of this grand remedy for curing all throat, chest and lung troubles. Only 50c and \$1.00. Every bottle guaranteed. Trial bottles free at Logan Drug Co.'s drug store.—5





Headache for Forty Years.

For forty years I suffered from sick head-che. A year ago I began using Celery King. The result was gratifying and surprising, ay headaches leaving at once. The head-

#### STATEMENT

Of the Rod Mill Workers as to the Cause of the Strike.

CLEVELAND, O., Jan. 18.-Secretary Mundie, of the National Association of Rod Mill Workers, has written a statement concerning the strike of rod workers in the mills of the American Steel & Wire Company. In part he says

"On January 1, the American Steel & Wire Company was presented a scale by twelve mills. The total advance asked for all men in all mills is \$1 26.13 per ton. The average for each mill is We contend that all men making the same product for the same company should receive the same wages. Between the American and the Backes mill in Cleveland the actual percentage of difference is 14.1.

The company waited six days after we had demanded the signing of the scale before it posted the notice of a 7% per cent advance. If we accepted that advance the same inequalities in wages would remain as have always existed If we accepted the advance the company in some instances would pay a higher scale than we demand.

"Secretary Gates was asked by the industrial commission November 16 whether higher wages were being paid by the trust than paid by the independent companies before the consolida tion. He said that wages were at least 40 per cent higher, and that three in creases had, been made within a short period-two averaging about 15 cent and one 10 per cent. So far as the rod mill workers are concerned they have received no advance at any time. In fact New Castle, Pa., received a re duction in January, 1899, from \$1 26 per ton to \$1 24 per ton.

nere can be no settlement of the strike until all the men are taken back.

#### FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Jan. 18 .- Money or call easier at 2@3% per cent. mercantile paper 5@6 per cent. Sterling exchange firm, with actual businoss in bankers' bills at \$4 874@4 874 for demand and at \$4 83%@4 84 fo sixty days; posted rates \$4 84%@4 85 and \$4 83. Commercial bills \$4 83@ 4 83%. Silver certificates 59@60c. Bar silver 59%c. Mexican dollars 47%c. Government bonds irregular.

State bonds easier. Railroad bonds strong.

Stock market conditions showed no marked change from those prevailing for some time past and general lassitude was the characteristic. One of two railroad stocks reflected a fair demand, notably the Norfolk & Western issues and Union Pacific. The Balti-more & Ohio stocks were also bought in moderate volume. Yesterday's movement in leather from which the speculators hoped the market would receive an impulse, dwindled away and profit taking depressed the price. Sugar was advanced in a desultory manner during the early part of the day, but in the afternoon broke over five points from the top level and unsettled the whole market. Covering by the bears in Sugar and the late demand for Union Pacific stiffened the market again and served to retrieve a part of the declines, making the close firm and the net changes mixed. There was a very marked absorption of new and reorganization bonds, which served as back-ground to the strength of the whole market for securities.

The undertone was unmistakably firm and in spite of the very light de stocks. The further reduction in the Bank of England's private rate of discount and the weekly return of bank served to confirm confidence in the money outlook. Strength in London on this score and on the hopes en gendered by meagre news from South Africa causes some reflected strength in the stock market. Reserves continue to accumulate in the New York banks by both reflux of funds from the interfor the deposit of internal revenue collections with the banks and extraordi nary government disbursements by the sub-treasury on account of pensions The stock market demand for money or call continuing very light, funds are pressing more and more for employ ment in time loans, which are quoted as low as four and one-half per cent on all railroad stocks collateral. Extraordinary loans are even reported at 4 per cent and mercantile paper of a high grade is coming into additional de mand at 5 per cent. To-day's strong undertone in stocks was emphasized by the good reports received during the day of railroad earnings for the sec-ond week in January. The hardening tendency of sterling exchange is viewed with tranquility because the Bank of England has withdrawn its concession on gold exports, thus raising the gold export point for exchange considerable above that at which gold has recently gone out.

The improved demand for bonds is natural result from the cheapened rates for money and the pressure of capital for productive employment. Business was fairly well distributed and advanced quite uniform. Total sales par value, \$3,255,000.

United States 2s and old 4s advanced 14. and new 4s coupon declined 14 pe cent in the bid price.

U. S. Bonds. 2s reg. 1021 U. S. old 4s reg. 1143 3s reg. 1095 U. S. old 4s cou.1145 3s coupon. 110% U. S. 6s reg. ...112 U. S. new 4s reg. 155 U. S. 5s coupon.1134

Atchisen 192 M. & St. L. predo preferred 27Bal. & Ohio. 285
Can. Southern. & Mohile & Ohio.
Can. Southern. & Goreserved.
Chi. Great W. 125Chi. Great W. 125Chi. Great W. 125Chi. A. Sant W. 125Chi. A. Sant H. & Correlation of Chi. & East H. & Goreserved.
Chi. A. L. & P. 190
C. C. & St. H. & Goreserved.
Chi. A. L. & P. 190
C. C. & St. W. 181Co. L. & C. & C. & Goreserved.
Chi. A. L. & Goreserved.
Chi. A. C. & Goreserved.
Chi. A. C. & Goreserved.
Co. L. & Goreserved.
Co. Express Companies.

Adams ......14 United States... 46 American ......145 Wells Fargo...122 Miscellaneous.

Am. Cotton Oil. 334 Nat. Biscuit... 35
do preferred. 90 do preferred. 90
Am. Maiting. 54 National Lead. 35
do preferred. 2914 do preferred. 104
Am. 8. & Refg. 375 National Reel. 41
do preferred. 38 do preferred. 30
Am. Spirits. 2 N.T. Air Brake. 130
do preferred. 17 N. American... 13
Am. Steel Hoop. 494 Pacific Coast... 57
do preferred. 17 N. American... 13
Am. Steel Hoop. 494 Pacific Coast... 57
do preferred. 18 do 181 pre. 28 

New York Mining Stocks.

Cholor 18 Ontario Crown Point 10 Ophir Con. Cai & Va. 135 Plymouth Deadwood 50 Quicksilver Gould & Curry. 15 do preferred Hale & Norcross 3 Sierra Neyada. Homestake 5,000 Standard Iron Silver. 5 Union Con. Mexican 25 Yellow Jacket.

Steel, Tin, Tube and Hoop Stocks. The following quotations are furnished by Howard Hazlett & Son, brokers, Na-tional Exchange Bank building: Bid Asked

National Steel preferred.... The following prices for the above stocks are furnished by Simpson & Tatum, City Bank building:

Opene National Steel common ... 41 National Steel preferred ... 92 American Tin common ... 28 American Tin common ... 43 National Tube common ... 43 National Tube preferred ... 93 American Hoop common ... 41 American Hoop preferred ... 43

#### dstuffs and Provisions. CHICAGO-The wheat market was

depressed to-day by lower cables and favorable crop news, but towards the end rallied somewhat on report of frost damage to the French crop, May clos-ing rather easy, %c under yesterday. Corn and oats closed each %c lower. Provisions, weakened by realizing, sed 21/0121/c lower.

The scanty array of news to-day served its daily purpose of emphasizing the fact that the supply of wheat is away over the demand at present The session was dull, with put and call transactions eliminated, as per the board of trade edict of yesterday, with a steady stream of wheat going out, which weakened prices, save towards the close. At the opening with Liver-pool, crop reports were favorable, and the Argentine with an alleged exportable surplus of 72,000,000 bushels, May at 654@65%c, showed a loss over night of 40%c. A little buying early carried the market to 65%@65%c. From that the price gradually sank, with oc-casional fits of steadiness, to 64%c for May. Near the end of the session a private cablegram brought confusion of a report of damage to the French crop st. Shorts covered, and there me good buying on the report, which influenced an advance of May 65%, at which it closed, rather easy The seaboard reported twenty two loads taken for export, and 35,00 bushels were sold from here. Atlantic port clearances in wheat and flour were equal to 360,000 bushels. Primary re-ccipts were 362,000 bushels, compared with 612,000 bushels last year. Minne apolls and Duluth reported 272 c ars, against 411 cars last week, and 350 cars a year ago. Local receipts were 35 cars, none of which were graded con-

The corn market had its usual supply The corn market had command to-of supporting news at command to-day, wet weather, small offerings and day, wet weather, small offerings and steady cables—but the influence of a weak wheat market was just strong enough to hold the price down. The market was not a large one, nor was business active. The shipping de-mand from the east was particularly mand from the east was particularly poor. Receipts here were 238 cars. May sold from 23%c to 23%c, reacting from the bottom with the advance in wheat, and closing steady. May %c under yesterday at 23%c.

The oats market was sluggish, for although the demand was poor, the wheat decline falled to depress it to any extent. Local receipts were 171 cars. May ranged from 24c to 23%c, and closed %c depressed at 23%624c.

The significant feature of the provi-

closed Mc depressed at 23%924c.
The significant feature of the provisions market was the duliness of frade.
The volume of business was much smaller than it had been recently, and holders were disturbed by that fact. At the opening the market was firm, and prices went up a trifle on hog receipts, which were not as large as estimated, and better prices at the yards, but early and better prices at the yards, but early strength soon ebbed away under the steady liquidation. May pork sold from \$10 97½ to \$10 80, and closed at \$10 00@12 50 under yesterday at \$10 82½: May lard from \$6 05 to \$5 95% 57½, closing 5c lower at \$5 97½, and May ribs from \$5 82½ to \$5 72½, with the close 2½@56 tower at \$5 75.

from \$5.82\% to \$5.72\%, with the close 2\%\pic lower at \$5.75.
Estimated receipts to-morrow:
Wheat, 30 cars; corn, 275 cars; oats, 190 cars; hogs, 24,000 head.
Cash quotations were as follows:
Flour—Easy.
Wheat—No. 3 spring, 59\%\pic2c; No. 2 red, 55\pic2c.
Cors—No. 2, 51\%c; No. 2 yellow, 31\%c.
Oats—No. 2, 23\%\pic2c. No. 2 white,

Onts-No. 2, 21467234c; No. 2 white, 25%c; No. 3 white, 25%26c. Hye-No. 2, 52%54c. Hyle-No. 2, 52%54c. Harley-No. 2, 25%54c. Flaxseed-No. 1, 21 50; northwestern,

Timothy seed-Prime, \$2 60 Timothy seed—Frime, \$2.50, Mess pork, per barrel, \$9.25@ 10.62%; lard, per 100 pounds, \$5.72%@5.85; short ribs sides, (loose), \$5.50@5.80; dry saited shoulders, (boxed), 55.95%%; short clear sides, (boxed), \$5.95@6.00. Whiskey-Distillers' finished goods,

per gallon, \$1 23%. Sugars—Cut loaf, granulated and Standard "A," unchanged. -Contract grade, \$8 35@8 40. -Steady; creameries, 19@24%c; dairles, 18@22c

Eggs-Steady; fresh, 16@17c. The leading futures ranged as follows:

Open. High. Low. Close Articles. Wheat, No. 2 651/4 651/4 651/4 Jan.
May
Mess Pork.
Jan.
May
Lard.
Jan.
May
Lard.
Jan.
May
Hay
May 2274 2274 22% 24 10 60 10 80 10 975 5 80 5 85 5 90 6 05 5 90 6 05 5 85

NEW YORK-Flour, receipts, barrels; exports, 5,777 barrels; 13.889 dull and lower on practically all grades, following the break in wheat; winter patents, \$3 50@3 75; Minnesota patents, \$3 70@3 90.

Wheat, receipts, 60,000 bushels; ex ports, 92,850 bushels; spot market steady; No. 2 red, 73%c f. o. b. afloat prompt; No. 1 Northern Duluth, 78%c f. , b. afloat prompt; No. 1 hard Dulut 75%c f. o. b. afloat prompt; No. 2 red 71%b elevator; options weak and lower, and closed firm at %@%c net decline, but 4c up from the bottom; ed at 72%c; May, 71%c; July, 71%c Core at 1290; May, 1146; July, 1150. Corn, receipts, 72,150 bushels; exports 50 bushels; spot market steady; No. 2, 4016c f. o. b. afloat and 40%c elevator; options opened steady and closed steady at 1/6c net decline; May closed

Oats, receipts, 149,500 bushels; market steady; No. 2, 291/2c; No. 3

No. 2 white, 32c; No. 3 white, 31%c track mixed western, 29%@31c; track white, 31%@33c; options quiet but Hay quiet. Hops steady.

firm. Leather steady. Beef steady. Cutmeats firm. Lard easy: western steamed \$6 29; January \$6 22½ nominal; refined quiet. Pork quiet. Butter quiet Cheese firm. Eggs firm. Tallot Cheese irm. Eggs irm. Tallow steady. Cottonsed oil steady; prime crude, 33c; do yellow, 36@36%c. Rosin steady. Turpentine steady. Rice steady. Molasses quiet. Peanus steady. Freights to Liverpool slow. Coffee, opened firm at 5@15 points higher, and closed steady at 15 to 25 points net higher; sales, 46,675 barrels. points het higher, sack, soon points het higher; sugar, raw, strong, and held higher; fair refining, 3 15-16c bid. Molasses sugar, 3%c bid; centrifugal 96 test, 4 11-22c bid; refined, firm.

BALTIMORE—Flour dull and un-changed; receipts 7,255 barrels; exports 2,051 barrels, Wheat steady at da-cline; spot and month, 68% 676%; Februnry, 69%@69%c; May, 71%@71%c; steamer No. 2 red, 64%@64%c; receipts, 6,590 bushels; southern wheat by sam-ple, 65@70c; do on grade, 65%@69%c Corn Steel.

37%(2): February.

37%(2): Sec. steamer mixed, Remarkers white receipts, 135,333 bushels; southern white and yellow corn, 35(2): C. Oaks dull; No. 2 white, 30%(2): No. 3 mixed, 28(2): Hay easy; No. 1 timothy, 25(2): C. Hay easy; No. 1 timothy, 25(2): C. Butter, cheese and eggs to asked.

Wheat

CINCINNATI-Flour dull. CINCINNATI-Flour dull. Wheat firm; No. 2 red, 71c. Corn easy; No. 2 mixed, 25%c. Oats firm; No. 2 mixed, 25%c. Rye quiet; No. 2, 80c. Lard easier at \$5 62%. Bulkmeats dull at \$5 90. Bacon casy at \$6 55. Whiskey active at \$1 23%. Butter quiet. Sugar easy. Eggs quiet at 15c. Cheese steady.

TOLEDO-Wheat active and firm; No. 2 cash, 67%c; May, 70c bid. Corn dull and steady; No. 2 mixed, 32c. Oats dull; No. 2, mixed, 24½c. Rye nominal; No. 2 cash, 55c. Cloverseed dull and higher; prime cash, old, \$4 90 bid; January, new, \$5 77½. Oll, North Lima, \$1 20; South Lima and Indiana, \$1 15.

## Live Stock.

CHICAGO - Cattle, generally steady at yesterday's decline: Texas receipts, 1,000 head; good feeders, full supply and fairly active demand; cood to choice, 85 100% 50: poor to medium, 34 000% 80: mixed stockers, 83 2503 80; selected feeders, \$4 25@4 75; good to choice cows, \$3 40@4 50; helfers, \$3 30@4 60; canners, \$2 20@2 90; bulls, \$2 60@4 40; calves, \$4 50@7 00; fed Texas beeves, \$4 10

Hogs, strong; average, 5c higher; top. \$4 50; good clearance; mixed and butchers', \$4 50@4 77½; good to choice heavy, \$4 65@4 80; rough heavy, \$4 50@ 4 60; light, \$4 40@4 60; bulk of sales,

4 60: 1804 70. Sheep, steady to a shade easier; native wethers, 34 40@4 80: 1ambs, 34 50@6 20; western wethers, 34 30@4 70; west-

ern lambs, \$5 25@6 15. Receipts: Cattle, 8,500 head; hogs, 24,-000 head sheep, 12,000 head.

EAST LIBERTY-Cattle steady: extra. \$5 80@6 00; prime, \$5 50@5 75; com-Hogs active and higher; best heavy

\$4 80@4 85; best mediums, \$4 75@4 80; best Yorkers, \$4 70@4 75; light Yorkers \$4 60@4 65; plgs, \$4 25@4 40; roughs \$3 00@4 25.

\$3 0064 25.
Sheep steady: choice wethers, \$4 75@
4 85: common, \$2 00@3 00; choice lambs,
\$6 1866 25; common to good, \$4 50@6 10;
veal calvee, \$7 00@7 75.
CINCINNATI—Hogs active and high-

er at \$3 95@4 70.

## Metals.

NEW YORK—The feature of the day was a sharp advance in tin on im-proved cables and a renewal of buying. Advices from primary points were very encouraging, thereby adding to the strength of that metal. The other de-partments of the market remained in fairly steady, but inactive conditi At the close the metal exchange calle-At the close the metal exchange cales pig iron warrants very dull. Lake copper unchanged at \$16 50; tin firm, with \$27 30 bid and \$28 00 asked; lead steady with \$4 70 bid and \$4 75 asked; spelter steady, with \$4 45 bid and \$4 55 asked. The brokers' price for lead is \$4 45 and for copper \$16 50.

## Dry Goods.

NEW YORK-Demand for spot go shows improvement to-day in stapse cotions, with more inquiry for forward deliveries of brown and grey cotions.

Tone steady and prices maintained at first hands. Print cloths quiet at previous prices. Print closes quiet but steady. No change in ginghams. Si-lesias and cambrics and other cotton linings are quiet, but prices main-tained. Hostery and underwear well sold for fall, and a number of lines are withdrawn from the market. ey of the market against buyers.

## Petroleum.

OIL CITY-Credit balances, \$1 66; shipments, 115,431 barrels; average, 86,725 barrels; runs, 95,725 barrels; averre. 86,261 barrels. NEW YORK-Petroleum steady.

Wool.

NEW YORK-Wool quiet.

Dealer in all goods pertaining to the trade
2012 Main Street,
Telephone St. Wheeling, W. Va. ROBERT W. KYLE, Practical Plumber.

WM. F. C. SCHNELLE,

PLUMBING, ETC.

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BEST HOTELS IN THE STATE. HOTEL COMMERCIAL House Heated by Steam. Opp. B. & O. Station, Rewlesburg, W. Va.

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Centrally Located.

Terra Alta W. Va HOSFORD'S HOTEL. Centrally Located. Rates \$2.00 Fer Day. Statersville, W. Va.

MOUND CITY HOTEL, Under New Management. Opposite Court House, Moundsville, W. Va EAKIN NOUSE.

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Home for Commercial and Oil Men.

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SKINNER'S TAVERN, At Depot. Fairmont, W. Va. Sample Recurs Opposite New Court House WATSON HOTEL, Harrisville, W. Va. Geod Accommodations. Livery.

#### STEAMERS.



In termed at points take the new an palatial steam ers of the Pitts burgh & Cincinnett Packet Line of Twelfth

is follows: Steamer VIRGINIA-T. J. Calhoon, Masser; R. H. Kerr, Purser. Every Sunday at S a. m. KEYSTONE STATE-Charle, Master; Will D. Kimble, Purser Svery Tuesday at 5 a. m.
Steamer QUEEN CITE Robert R. Ag
iew. Master: Daniel M. Lacey, Furser
For Freight or Passer. eight or Passage Telephone 830, CROCKARD & BOOTH,

BATLROADS.

#### THE-Cleveland, Lorain & Wheeling

RAILWAY COMPANY. Schedule in effect Nevember 18, 1898. Central Standard Time. NORTH-BOUND.

	a. m.		p. m.	p. m.
Ballaire Bridgaport Uhrichavilla New Philadelphia. Canal Dover. Unitus Massillon Canal Fulton Warwick Sterling Seville Chippewa Lake Medina Lester Brooklyn	5:30 5:48 5:55 6:24 6:40 6:58 7:06 7:27 7:38 7:45 8:95 8:54	8:37 8:34 9:03 9:18 9:35 9:42 10:04 10:10 10:18 10:38 11:24	8:18 8:55 4:11 4:28 4:35 4:59 5:05 5:14 5:36 6:83	6:84 6:41 7:99 7.23
Lorain Branch. Lester	a. m. 12 8:15	10:41	p. m. 16 5:47	10 9:05 3:23

.... 8:54 11:16 6:23 2:46 .... 9:10 11:20 6:27 2:5 Lorain Branch. | a. m. p. m. p. m. a. r

Lorain Elyria Grafton Lester	10:00	4:40	1:20	7:2
Main Line.	a. m.		p. m.	a. m
Cleveland Brooklyn Lester Medina Chippewa Lake. Seville Sterling Warwick Canal Fulton Massillon Justus Canal Doyer New Philadelphia. Uhrichaville Bridgeport Bellairs	6:30 6:46 7:15 7:23 7:24 8:50	7;21 8;04 8:08	1:16 2:00 2:11 2:22 2:30 2:36 3:06 3:23 3:40 4:11 4:18	8:4 9:1 9:1 9:3 9:8 10:2 10:3 10:5

Electric cars Bridgepert to Wheeling Bellaire and Martin's Ferry. Consult agents for best routes and lowest rates to all points. M. G. CARREL. General Passenger Agent.

## BALTIMORE & OHIO RAILROAD.



Departure and ar-rival of trains at Wheeling. East-ern Time. Schedule in effect Nov. 15, 1899. Station corner of n. m. \*12:25 \*12:25 \*12:25

From Wheeling to Grafton and Cumberland... Washington and Baltimore Philadeiphia and New York Pittsburgh and Cumberland Washington and Baltimore Philadelphia and New York Grafton and Cumberland... Fairmont and Grafton Washington (Pa.) and Pitts. \* 5:25 \* 5:25 \* 6:50 \* 6:50 \* 7:30 Zanesville and Newark.... Columbus and Chicago..... \* 7:25 \* 7:25 Zanesville and Columbus, Cincinnati and St. Louis, Grafton and Cumberland Washington and Baltimo \*10:15 \*10:15 \*10:50 \*10:50 a. m. \*11:40 \*11:40 † 9:50 \*10:13 \*10:30 Zanesville and Newark. Columbus and Chicago. Zanesville and Newark.

Columbus and Chicago....

Washington (Pa.) and Pitta.

Philadelphia and New York

Grafton and Cumberland.

Washington and Baitmore.

Pitisburgh and Cumberland.

Washington and Baitmore.

Philadelphia and New York

Zanesville and Columbus...

Cincinnati Ind El. Zoulis.

Pitta. and Washington (Pa.)

\*5:20 \*10:18 \*11:40 \*5:20 \*11:40 \*5:20 § 5:25 \$11:05 Pitts, and Washington (PA.)] 15:35 \$11:05

\*Daily, fikrcept Sunday, \$Sundays only.
Pullman Sleeping or Parlor, Cars on all
through trains.

T. C. BURKE,
City Passenger and Ticket Agent, Wheeling, Agent for all Steamship Lines,
P. D. UNDERWOOD, D. B. MARTIN,
General Manager.

Baltimore.

\*THE MONONCAL BOURDER IS THE

General Maniager Safe, rass. Traine Baltimore.

Baltim

## RAILWAY TIME CARD.

Arrival and departur after Nov. 18, 1899. E

Depart. O. R. R. R. Arriva 7:50 am Park. and Way Points 20:50 am 10:50 am Christeston and Cincin. 2:45 pm 11:45 am Cincinn. and Lexington 7:25 pm 11:45 am ... Kenova Express. 17:25 pm 72:45 pm Park. and Way Points 18:58 pm 17:00 pm Park. and Way Points 18:58 pm 17:30 pm Park, and Way Points

Depart. C. & P.—Bridgeport.

18:34 am Ft. Wayne and Chicago

18:34 am Tt. Wayne and Chicago

18:35 am Alliance and Cleveland

19:10 am Steubenville and Cleveland

19:10 pm Steubenville and Cleveland

2:10 pm Steub and Wellsville

2:10 pm Steub. and Wellsville

2:10 pm Steub. and Wellsville

2:10 pm Steub. and Wellsville

18:25 pm Philadelphia and N. Y.

18:25 pm Baltimore and Wash.

18:25 pm Steubenville and Pitta

18:26 pm Steubenville and Cleve

19:20 pm Cleve. Tol. and Chicago

19:20 pm Cleve. Tol. and Chicago

19:20 pm Cleve. Tol. and Chicago

19:20 pm Steubenville Accom.

19:21 am St. Clairsville Accom.

19:22 pm St. Clairsville Accom.

19:23 pm Local Freight. 

19:23 pm Local Freight. 

Depart. W & L. E. Ry.

2:20 m Cleve. & Chicago Fiver

2:20 m Cleve. & Chicago Fiver

2:20 m Local Freight. 

19:28 pm Local Freight. 

2:20 m Cleve. & Chicago Fiver

2:20 m Cleve. & Chicago Fiver

Depari. W. & L. E. Ry. Arrive

\*8:50 am Cleve. & Chicago Flyer 70:25 pm

711:15 am Tel. and Datroit Special \*4:00 pm

711:15 am Cleve. & Massillon Ex. \*4:00 pm

711:15 am Cleve. & Massillon Ex. \*4:00 pm

71:15 pm Cleve. & Massillon Ex. \*4:00 pm

72:55 pm Steub. & Brilliant Acc. \*7:25 am

72:55 pm Steub. & Brilliant Acc. \*7:25 pm

72:55 pm Steub. & Brilliant Acc. \*5:00 pm

72:50 pm Steub. & Brilliant Acc. \*5:00 pm

72:50 pm Steub. & Brilliant Acc. \*5:00 pm

72:50 pm Steub. & Brilliant Acc. \*5:00 pm

73:00 pm Steub. & Brilliant Acc. \*5:00 pm

74:00 pm Steub. & Brilliant Acc. \*5:00 pm

75:00 pm Steub. & Brilliant Acc. \*5:00 pm

76:00 pm Steub. & Brilliant Acc. \*5:00 pm

76:00 pm Steub. & Brilliant Acc. \*5:00 pm

Depart. B., Z. & C. R. R.
Bellaire.
19:10 am Mail, Express and Pas.
5:00 pm Express and Passenger.
2:25 pm Mixed Freight and Pas.

RAILROADS.

#### Pennsylvania Stations. ennsylvania Lines. Trains Run by Central Time AS FOLLOWS : \*Daily, †Daily, except Sunday,

Ticket Offices at Pennsylvania Station or Water street, foot of Eleventh street, Wheeling, and at the Pennsylvania Sta-tion, Bridgeport.

SOUTHWEST SYSTEM-"PAN HAN-DLE ROUTE."

5:15 5:15 5:15 5:15 5:15 5:15 5:15 McDonald and Pittsburgh. Indianapolis and St. Louis Columbus and Cincinnati. Pittsburgh and New York Philadelphia and New York Steubenville and Pittsburgi Columbus and Chicago..... Philadelphia and New York Baltimore and Washington Steubenville and Pittaburgh McDonald and Dennison.... † 8:15 Pittsburgh and New York. † 6:35 Indianapolis and St. Louis. Dayten and Cincinnati..... Steubenville and Columbus P. m. Pittsburgh and East ...... 1 8:80

NORTHWEST SYSTEM-CLEVELAND & PITTSBURGH DIVISION. From Bridgeport to Fort Wayne and Chicago Canton and Tolede...... 1 1:48 18:40 11:40 Steubenville and Wellsville Steubenville and Pittsburgi Fort Wayne and Chicago.. Canton and Crestline...... Alliance and Cleveland... Steubenville and Wellsville Philadelphia and New York Wellsville and Pittsburgh... Toronto and Pittsburgh... Steubenville and Wellsvill Baltimore and Washington. New York and Washington. Steubenville and Pittsburgh

Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 5:35 p. m. train. Central time. (One hour slower than Wheeling

J. G. TOMLINSON,
Passenger and Ticket Agent.
Agent for all Staamship Lines.

OHIO RIVER RAILROAD CO. Time Table in effect November 19, 1893.

ACCOMMODATION. 1:20 a. m.-Dally-For Parkersburg and intermediate points.

OHIO VALLEY EXPRESS.

19:00 a. m.—Daily except Sunday—For Moundaville, New Martinaville, Sistersville, St. Marys, Martinaville, Sistersville, St. Marys, Martinaville, Sistersville, St. Marys, Martinaville, Sistersville, St. Marys, Martinaville, Sistersville, St. Martinaville, St. Martinaville, St. Martinaville, St. Martinaville, St. Martinaville, Martinavill

11;45 a. m.—Daily—For Sistersville, Mari-otta, Parkersburg, Pomeroy, Point Pleasant. Charleston. Gallipoits, Huntington, Kenoya, and principal intermediate points. Parlor Car, ACCOMMODATION. 3:45 p. m.-Dally-For Parkersburg and intermediate points.

EXPRESS. p. m.—Daily except Sunday—For Sis-tersville, St. Marys. Waverly, Mnri-etta, Parkersburg, and intermediate points north of Sistersville, L. C. CHALENOR, Gen. Pass. Agent.

Wheeling & Elm Grove Electric Railway Cars will run as follows, city time:

WHEELING TO ELM GROVE. Leave Elm Grove p. m. 12:15 9:00 0:13 9:30 10:00 10:20 9:45 10:15 10:45 11:00 12:48 LEAVE WHEELING.

12:00

4.55 5:15